

REPORT

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* Except as noted
THIS IS UNEVALUATED INFORMATION

2. [redacted] the airfield, because of its constantly changing occupation, was believed to be "a Soviet Air Force training center".
3. Permanent quarters were not seen. A tent cantonment was on the northern border of the airfield with periods of heavy occupation, i.e. when parachute training was done or prior to the air show in July 1949. Most of the officers were quartered in Maidanovo or Malanino [redacted], 25X1
4. During night flying the airfield was illuminated by magnesium light.
5. Occupation observed for periods of six weeks:
- a. Summer and Fall of 1948: Training of parachute units and of cargo glider pilots.
 - b. Winter of 1948/1949: Irregular and individual flying with biplanes fitted with skids.
 - c. May and June 1949: Fighter unit equipped with conventional piston-powered and jet aircraft.
 - d. June to July 1949: Cargo gliders.
 - e. August 1949: Sixty-two twin-engine aircraft. Preparations for the Moscow air show.

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f. August to September 1949: Parachute training.

g. September to October 1949: Lowering of heavy loads by parachute.

6. Parachute training:

a. The parachutists jumped from twin-engine aircraft, presumably fitted with radial engines; leading edge tapering, trailing edge straight, rounded wing tips, single tail assembly, landing gear retracting outward, tail wheel, glazed cockpit.

b. Training in mass jumping was done in three phases:

Phase 1: Take-off of one twin-engine plane which would climb to an altitude of 1,000 to 1,200 meters. Ten parachutists would jump, one after another. It was particularly noted that all the parachutes would open soon after the jumps at the same distance from the plane.

Phase 2: Group jumping at first from three, then from nine planes, 12 parachutists jumping at close intervals from each plane flying at an altitude of about 1,200 meters. The parachutes would open shortly after the men had jumped. The jumping was made simultaneously from all the planes of a flight, the parachutists of the 2d and 3rd flights jumping on the same spots as those of the first flight.

1st flight
2d flight
3rd flight

Phase 3: Same as phase 2. The parachutists jumped in groups of 12 from 9 planes.

Additional observations made in 1949:

A "leader", who dropped a great distance before his parachute opened, jumped from each plane or flight. While doing this a red flag unfolded which was slowly lowered to the ground indicating to the other jumpers their rallying points. These maneuvers took place only in good weather after 4 p.m. with a total of 27 planes flying in three groups of 9 planes each participating.

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c. Number of accidents, according to rumors among the civilian population:

In 1948: 64

In 1949 up to October: 16

d. Personnel occupation during the parachute training: An estimated 400 to 500. The officers made a good impression and looked intelligent. The soldiers were 23 to 35 years old and wore light blue epaulets and blue ribbons around their caps.

e. The parachute unit was equipped with 13 tank trucks, including a semitrailer of US origin. The Soviet tank trucks had an estimated capacity of $3\frac{1}{2}$ cubic meters.

g. Transfer: The twin-engine planes left the airfield which remained unoccupied for a couple of days, until new units arrived.

7. Cargo gliders:

a. Towing aircraft: Twin-engine planes of the type observed during the parachute training.

b. Cargo glider of the old type, an angular figuration with a strikingly plump fuselage. Leading edge of wing straight, trailing edge tapering, single rudder assembly; no details available on landing gear.

c. New type cargo glider: rounded forms, thick and plump fuselage. Wings set strikingly far to the fore, no details available on landing gear.

d. Training: In 1948 with old cargo gliders, in 1949 with new type gliders also. The training started with three powered planes each towing one cargo glider. They were towed to an altitude of about 350 meters, where they were released and made a spot landing after a steep glide. Later up to 9 planes participated in the training. They flew in the following formation:

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  -/-  -/-  -/-  -/-
  
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Three cargo gliders landed close together in an assigned target area. The individual training periods lasted for six weeks.

The personnel occupation observed during the training of cargo glider pilots was much smaller than during the parachute training. The soldiers wore light blue epaulets and had blue ribbons round their caps.

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8. Dropping of heavy loads with parachutes:

a. From twin-engine planes as mentioned in paras 6 and 7. 25X1

b. From four-engine planes fitted with strikingly small wings and slim fuselage; single rudder assembly, glazed cockpit, section of fuselage forward of wings strikingly long, however, not longer than section aft of wings. According to fellow PWs who had served with the German Air Force, these four-engine aircraft represented a "modified version of the US superfortress." The modification consisted of an extension of the nose.

c. This training was first seen in 1949. The loaded aircraft took off individually, climbing to altitudes of at least 500 meters. The load then slid out from under the fuselage, falling a short distance before one to three large parachutes, depending on the heaviness of the load, were released. The load was slowly lowered to the ground.

d. Details: AT or AA guns were dropped in two loads, each load being fastened to a large parachute. Ammunition containers were also dropped. The two parts of a gun and the pertaining ammunition containers were marked by a flag of the same color which was detached after the opening of the parachute, slowly sailing to the ground over the dropped load. One truck, presumably of ZIS make, was dropped from a four-engine plane suspended from three large parachutes. One tank which was clearly recognized as such was likewise lowered suspended from three large parachutes.

Six heavy loads were dropped on one day. Some accidents were caused by a failure of the parachutes.

e. The personnel occupation during this training was small in comparison with that seen during the parachute training.

9. Fighter training:

a. Twenty fighters, including about seven jet fighters, were parked at the field.

b. Piston-powered aircraft: Radial engine, no sweep-back and dihedral, section of fuselage forward of wings shorter than that aft of them, single rudder assembly, retractable landing gear.

c. Jet aircraft: Configuration same as that of the conventional piston aircraft, wings without sweep-back or dihedral, auxiliary fuel containers fitted at underside of fuselage, higher speeds.

d. Flying: Only individual flights were seen. No formation, night or bad weather flights. Occasional firing practices at towed air sleeves were also seen.

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10. In the late Summer of 1949, prior to the Moscow air show, the airfield, for a period of four weeks, was occupied as follows:

a. Sixty-two twin-engine planes of the same type as those used for the parachute training.

b. Flying: Formation flying with at first three, later nine and finally 27 aircraft. []

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[] the flight discipline was good, the distances held between the individual aircraft were, however, greater than in the German Air Force. Three planes would take off at the same time in take-offs of major units. A formation of 27 aircraft took 15 minutes for assembly.

c. Formation flown on occasion of the air show:

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same as A

d. The planes landed after 2½ hours. The returning aircraft passed the airfield at about 2 km, then the first squadron of the first group flew a left curve until it was in the landing direction. The planes of the individual flights formed a single file before landing. The three squadrons of a group turned round while the second group continued in its direction of flight; the squadrons of the second and third groups performing the same maneuvers as those of the first group.

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[] Comment:

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a. []

[] The estimated altitude of 1,000 meters and more from which the parachute jumps were allegedly made seems to be overrated, particularly with regard to military employment in formations.

b. The technical data are not of the same quality as the tactical observations. The mentioned cargo gliders may have been of type A-7 or G-11. The vague data on the observed jet plane does not permit any identification of type. Efforts will be made to obtain more accurate descriptions from the otherwise very careful observer.

c. It is assumed that a testing station for special weapons, as used particularly for an employment of parachute and air landing units, is at the Klin airfield.

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